

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: bill@texan.frco.com (William Hawkins)
Subject: Re: 600 Metre Guard
Message-ID: <9509021635.AA03440@texan.frco.com>

Please don't take it off the list, at least not this weekend. Things are quiet, maybe a dozen messages a day instead of 3 to 4 times that.

At least, that's my feeling on the subject.

Bill Hawkins

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: "nuusers" <NUHOSE@befac.indstate.edu>
Subject: Re: 600 Metre Guard
Message-ID: <1ABF43555B77@befac.indstate.edu>

> Date sent: Sat, 2 Sep 1995 11:39:33 -0500 (CDT)
> Send reply to: bill@texan.frco.com
> From: bill@texan.frco.com (William Hawkins)
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: Re: 600 Metre Guard

> Please don't take it off the list, at least not this weekend. Things
> are quiet, maybe a dozen messages a day instead of 3 to 4 times that.
>

> At least, that's my feeling on the subject.

>

> Bill Hawkins

>

Ditto for me too.

73,
Steve KD1DT

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: jproc@worldlinx.com
Subject: Re: 600 Metre Guard
Message-ID: <Chameleon.4.01.2.950902214327.jproc@>

Jeffrey,

The material on Marconi is fascinating. If you decide to take the thread off-line, please cc me on any relevant posts.

Regards,

Jerry Proc VE3FAB
E-mail: jproc@worldlinx.com
Radio Restoration Volunteer
HMCS Haida, Toronto Ontario

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: jproc@worldlinx.com
Subject: A Special Acquisition
Message-ID: <Chameleon.4.01.2.950902230217.jproc@>

Dear BA's,

Friday Sept 1/95, marked the day when a special piece of equipment arrived aboard Haida. It was a Marconi B28 receiver, a type that was derived from the CR100 series of 1940 and 'fitted-on-build' in 1943. Its coverage was 60 to 420 khz and 500 khz to 30 mhz. The manner in which the receiver made its way to the ship was interesting so I thought that I would share the story.

Back in October of 1993, Haida's resident historian discovered one of the ships equipment manifests that we subsequently dated to around 1946 or 1947. The manifest included all of the electronic gear aboard the ship for that period and was stamped SECRET. Quite of a bit of the equipment was totally foreign to me but I embarked on a mission to identify everything. Within several months, I received some rudimentary information on the Marconi B19, B28 and B29 receivers from Bill Legg, Curator of HMS Collingwood Naval Museum in Fareham England. A search for manuals in late 1994 resulted in the receipt of a B28 manual from a ham in England who had it since 1958. He had always hoped to acquire a 'specimen' but to no avail, so he shipped me the manual.

In some correspondence with Bill Legg, early in 1995, I jokingly mentioned that 18 months ago, I couldn't identify a B28 if my life depended on it. Now, its been identified and I even have a manual. The only thing missing is an actual example. To my astonishment, he wrote back and told me that he had a unit which was surplus to his needs and Haida was welcome to it provided we arrange transportation. Ah! - carrot on a stick syndrome :-)

Air transportation was prohibitive for Haida's meagre acquisition budget, so I presented my 'lead' and the associated acquisition costs (aka woes) to Haida's captain, Cmdr Bob Willson. He sounded interested but could not assure me of anything. Surprisingly, several weeks later, he informed me that the Royal Canadian Navy (RCN) would pick up the receiver and actually deliver it to the ship. I almost fainted when I heard that this could (would?) be done.

The B28 receiver was picked up by the RCN in Fareham and loaded aboard HMCS Toronto which was visiting Liverpool England in July of 1995. Eventually, the B28 arrived in Halifax where the RCN discovered that a knob was missing and somehow located and installed a replacement. The receiver was then personally delivered to Haida by a Communications officer of the RCN. Now how's that for service? I still can't believe that all of this actually happened. Now that the B28 is here, I will have to make it operational as it has an exclusive appetite for 220 VAC input power. I hope that the sight of this vintage receiver will invoke kind memories to those war vets who remember operating this equipment type during the dark days of the 1940's.

Any time you are in a museum admiring any artifact, remember that there may be an unusual or complex story associated with the procurement of that artifact. A few of the BA's aboard HMCS Haida Naval Museum have stories attached to them. If this is a topic of interest to the group, I can post several additional BA acquisition stories.

Regards,

Jerry Proc VE3FAB
E-mail: jproc@worldlinx.com
Radio Restoration Volunteer
HMCS Haida, Toronto Ontario

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: johnmb <johnmb@nando.net>
Subject: Cleaning tip
Message-ID: <Pine.SUN.3.91.950903073915.11721B-100000@parsifal.nando.net>

I found one other tool that works well in chassis resto cleaning. Some of the units I've worked on recently are of the galvanized steel variety, which tend to get stained and "furry" or rough as they age and oxidize.... these are particularly hard to clean.

I've run into the same problem others have mentioned with steel wool, in that the fibers of it get everywhere. I tried a brass suede brush made for cleaning shoes and it works great. While there is the caveat of watching out that bristles don't get everywhere, this thing cleans and smooths these chassis' nicely, without scuffing or gouging. Unlike the toothbrush type of brass brushes, these shoe brushes have a very high bristle count that seem to clean better and prevent the gouging or scratching

I've seen with other types. The brush I have has about a 2" diameter head (round) and a hard plastic moulded handle.

As with all things, there's LOTS of cheap cleaning tools and methods, and only few vintage radios, so try this method in an inconspicuous spot till you see how it works for you.

Doesnt seem like too many people wear roughout Tony Lamas out here in North Carolina here anyway.. my boots wont miss them. Boy Howdy! :-)

/john
WB50AU/4

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Coherer, anyone?
Message-ID: <199509030444.VAA24595@hobbes.UCSC.EDU>

I was just thinking that a coherer makes a lousy detector no matter what, but wonder if anybody has built one and maybe if you drive it with an RF amplifier does it really work?

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: Bill VanAlstyne <bill@cruz.com>
Subject: Re: Coherer, anyone?
Message-ID: <199509030531.AA17420@cruz.com>

At 11:49 PM 9/2/95 -0500, Jim Haynes wrote:

>I was just thinking that a coherer makes a lousy detector no matter what, but
>wonder if anybody has built one and maybe if you drive it with an RF
>amplifier does it really work?

I would imagine so! It worked then, and it should certainly work now, if you could make it correctly. A lot of that arcane technology has probably been lost...

Numerous detector designs were tried in the early days. The detector Marconi used on Signal Hill to receive the first transmissions from Poldhu was actually a new "mercury detector" (which he believed might be more sensitive than his coherer) furnished by his friend Solari, then attached to the Italian Navy; he later demonstrated (during his _Philadelphia_ steamship experiments) that it was actually less sensitive than his own metal-dust coherers.

There are some fairly detailed descriptions of coherers in some of the books I've been reading, but nothing like real engineering drawings and detailed specs. But a search of the patent files would probably turn something up. :) I know one of the early enhancements he made (circa 1897) was evacuating the tube in which the filings were contained, and settling finally on a nickel-silver mix at a 95%/5% ratio (from memory -- don't quote me on that part).

The magnetic detector, a physically robust instrument which he started developing around the same time period to replace the delicate coherer, was used in shipboard wireless installations well into the 1920s, long after valve and crystal detectors were available. Now **there's** a fascinating device! I'd like to see somebody build one of **those**. I have a couple pictures of them.

Bill VanAlstyne, N6FN
bill@cruz.com

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>
Subject: Found a pair of BC-611's
Message-ID: <950902174259_72227.1640_EHM115-1@CompuServe.COM>

I picked-up a pair of BC-611 variants
at the Vegas swap today, and I'm hoping someone
can help me identify them.

They are uniformly olive drab. The end pieces
are wrinkle, while the body and PTT switches are smooth.

There are no manufacturer's nomenclature plates.
It appears that these units have never had one, since
the mounting holes show no thread marks.

The only external markings are:

"BEFORE OPERATION
READ TM-11-235"

and a sig corps inspection stamp and a date of
November 1955.

Inside the battery covers, next to the battery compartment
is the connector/contact block. It is imprinted:

"RECEIVER AND TRANSMITTER"
"CHASSIS BC-611-"

and of course the plate meter, phone and mike connectors.
There is a red paper warning tag inside the battery cover
stating:

"USE ONLY BA-37 'A' BATTERY"
"USE ONLY BA-38 'B' BATTERY"

followed by a warning about not using flashlight batteries.

The units have their canvas straps in good shape and
complete antennas. They do not have the antenna covers.

Can someone tell me the scoop on these units? Korean
pre-PRC-6 units or something?
Who's collection do they belong in? They don't belong
in mine, but I figured someone on here was into portable
military and might be interested.
I'd like to give any member of our group who's interested
the first shot. I'd very much rather trade than sell.

73 Dave AB5S/7
72227.1640@compuserve.com

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: KC5IJD@aol.com
Subject: FS: DX-60A
Message-ID: <950902141515_89726094@mail02.mail.aol.com>

I have the following for sale or trade (vintage or mil surplus gear only):

DX-60A 65.00
Good condition. 80 - 10 AM/CW

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@aol.com

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: German transmitting triodes
Message-ID: <Pine.3.89.9509031127.A17555-0100000@inet.uni-c.dk>

On Thu, 31 Aug 1995 jmartin@hrlban1.aircrew.asu.edu wrote:

> BA'ites,
> I was in Dayton last week and had a little spare time, so I drove up to Lima
> and spent a few pleasant hours at Fair Radio. In case anyone's interested in
> German gear, they had some interesting Telefunken transmitting triodes from
> WW-2, type RV-25, labelled "Kriegsmarine" (Navy). These appeared to be
> unused, with USA paper ID tags attached with string... I suspect they were
> evaluation samples captured after the war. Envelope about 10" long by 3"
> diameter, unusual socket (not pins) for basing, very light weight for the size,
> \$45 each, and there are 3 left. Just the thing for your Deutsche boatanchor.
> 73, John Martin
> jmartin@hrlban1.aircrew.asu.edu

THESE ARE NOT TRANSMITTING TUBES. Just LF amplifier tubes. Not very
exciting unless one is a tube collector.

73 Rag OZ8RO Collector of German WW2 military radios and Clandestine sets.

>

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: davidh@gn2.getnet.com (Dave Hollander)
Subject: Re: Hallicrafters S-41W?
Message-ID: <v01510100ac6ee98f3d48@[10.0.2.15]>

Looks like you may have passed up a rare one. I had an S41W as a kid that
my father loaned me for my first receiver back in 1962. He bought brand new
I believe at the end of WW2 or shortly thereafter. It was actually beige
or "white" color you mentioned. I bought an S41G about ten years ago which
is gray. I found out that the last letter indicated the color - W for
White, G for gray. Not aware if there were any other colors. My dad still
has the receiver but won't part with it. I believe it was basically an S-38
electrically but three band rather than 4 and the same as the Echophone
EC-1A and EC1-B.

Dave N7RK

>>S41 Skyrider Junior. Never seen one of these
>>
>>There exist various versions of most of these radios. Generally the "X"
>>indicates a crystal filter. They also come sometimes in A,B,C versions which
>>indicate either a modified radio or the same with different band cover.
>>I have other info on all the known Hallicrafters receivers if anyone has any
>>other questions.
>>Dave Medley KI6QE
>
>TO: Dave Medley (And others who might know!)
>About 6 months ago I saw a white Hallicrafters S-41W in a resale shop.
>Didn't "buy" it because I thought it was repainted (the white color NOT
>being original) Am I wrong about the repainting or did I pass up a rare set?
>I haven't seen one since! BTW the radio is now gone.
>Robert M. Bratcher Jr.
>E-mail to:
>bratcher@netropolis.net
>or
>robert2039@aol.com

Dave N7RK
Phoenix, Arizona *DXCC Honor Roll* *WAZ#23 - 75 Meter SSB*

ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK

davidh@getnet.com	\\-// (o!o)	N7RK @ N7MRP.AZ.USA.NOAM
-----oo00-()-00oo-----		
E-Mail Address		Packet Radio Address

Visit my Home Page --- <http://www.getnet.com/~davidh>

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: Sheldon Wheaton <swheaton@tyrell.net>
Subject: Re: Hallicrafters S-41W?
Message-ID: <Pine.SUN.3.91.950903011313.15414I-100000@tyrell.net>

My copy of the 1945 manual for the Skyrider Junior references only the

"W" and "G" version, as does Raymond Moore's book "Communications Receivers". I believe the true lineage of this rig is as follows:

- 1.) Echophone EC-1 (built by Hallicrafters)
- 2.) Hallicrafters S-41* Skyrider Junior
- 3.) Hallicrafters S-38

I had a "W" unit about 10 years ago, but sold it because I couldn't stand the awful white color box amidst a wall of black and gray wrinkle painted radios! Maybe a mistake. Kind of reminded me of an old rusty refrigerator in a junk yard, but beauty is in the eye of the beholder I suppose. I have a couple of the gray units, and have observed one significant variation:

Most I've seen have a single plate capacitor (one for RF and one for the L.O.) for the bandspread tuning mechanism, but one has a very difficultly implanted sliding ferrite tuning rod for the local oscillator beneath the chassis, driven by a complex system of pulleys from the bandspread knob. No attempt to "bandspread" tune the RF circuit either. Not an impressive design, and not to impressive results, either. My documentation shows the capacitive tuning system only.

73 de Sheldon KC0CW swheaton@tyrell.net

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: CASchwark@aol.com
Subject: Hammarlund HQ-129-X
Message-ID: <950903090813_9894628@mail06.mail.aol.com>

Hello all - I'm new to this list and would like some help with my 129X. Alignment is ok, but the BFO likes to "walk-around" a lot; even after the unit is warmed up and stable. The tubes are recent NOS too. Could it be a bad cap that's drifting? (Re-capped unit except the mica units.) Maybe the L.O. or mixer stages are drifting? Or am I just up against the design wall of this set?

Thanks for any help!

Chuck Schwark, Chicago, IL
Antique Radio Club of Illinois (Elgin)

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Re: Info on an APT-5
Message-ID: <199509030442.VAA24587@hobbes.UCSC.EDU>

And by the way the reason this is in the Harvard museum is that the radar jammer work in WWII was done at Harvard, under Fred Terman.

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: Sheldon Wheaton <swheaton@tyrell.net>
Subject: Re: Info on an APT-5?
Message-ID: <Pine.SUN.3.91.950902214501.23948C-100000@tyrell.net>

An excellent source for information on WWII electronic warfare equipment is the book "The History of U.S. Electronic Warfare" by Alfred Price. (So worthy is this book that the forwards are written by Air Force General Curtis LeMay and Senator Barry Goldwater.) Per this book:

The APT-5, nicknamed "Carpet IV" was the successor to the APT-2 "Carpet" airborne radar jamming transmitter. APT-2 had a 5 watt output from 450 to 720 MHz. APT-5 had a 15 watt output from 350 to 1200 MHz. Production: Aireon Mfg. Co. 4100 units, and Delco: 2663 units, at a cost of \$968 dollars each to Uncle Sam. (think I paid \$10 for mine) These sets were primarily used to jam the German Wuerzburg (1940) and Mannheim (1943) flak and searchlight control radar transmitters.

I think I have a copy of the schematic for this set. Will hunt it down if someone sends me an email requesting it. I'd like to see a manual if anyone has one available, just out of curiosity. Not planning to operate it!

73, Sheldon KC0CW swheaton@tyrell.net

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: Jeffrey Herman <jeffrey@math.hawaii.edu>
Subject: Marconi and Early Wireless
Message-ID: <Pine.SUN.3.91.950902201829.5245A-100000@kahuna>

Schoeder is very careful to footnote each and every paragraph with references used in his book. It is very wonderful reading.

Keep in mind the period of time under discussion ranges from 1903 through 1912. Also, don't mistake who was issuing the Marconi Company directives. Schoeder writes:

``In this connection Vyvyan relates a revealing incident that occurred following Marconi's transatlantic experiments when Marconi and the German Emperor were both guests of the Italian government. Discussing wireless with the inventor, the Emperor remarked that while he had no personal animosity toward him, he did object to his Company's policies; to

which Marconi's reply was that `...the policy of my company is dictated by myself.' '' (1)

Here are some more examples of non-intercourse between competing companies. From schoeder:

``A group of US govt. officials and Congressmen on a trip to the Canal Zone were cut off from Washington for days because the nearest shore stations were competitors of their ship's station.''' (2)

``On another occasion as Prince Henry, brother of the German Emperor was returning home from a visit to President Roosevelt and neared European shores, he attempted to send a message of appreciation to his host for the hospitality tendered him. This he was unable to do because British land stations refused to accept the message for relay to the U.S. The German vessel on which the Prince was traveling was equipped with Telefunken apparatus, and the Marconi policy of non-intercourse held firm.''' (3)

(1) RN Vyvyan, Wireless Over Thirty Years (London, 1933), p.51.

(2) Harlow, p.468

(3) Carl Zollman, Cases On Air Law (St. Paul, 1932), pp.294-295.

This incident clearly fell in the period 1902-1903 before the before the first Berlin Conference in the latter year. Incidents of this kind undoubtedly influenced Germany's pressing for recognition of the necessity for obligatory intercommunication between different wireless systems. In this she was supported by the US and others, but not by Britain or Italy.

Jeff NH6IL

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995

From: n5off@w5ddl.aara.org

Subject: New R-390A Users List

Message-ID: <169083@w5ddl.aara.org>

Lady and Gentlemen?

I sent Jack a new version of the subject list. Give him a few days to recover from the long weekend, and it should be available on the Listserv as described below.

The list now has about 140 examples from 80 contributors.

Thanks to all,

73 de tom

n5off

----- how to get list -----

Reply to: n5off%w5ddl.aara.org@usl.edu

To get a copy of the subject list, send a message to:

listproc@theporch.com

leave the subject line blank

in the body of the message type

get boatanchors r390a.users

Thanks to all who have contributed R-390A info. We have data on over 120 rigs from 16 contracts. The lowest serial number seen was 2, and the highest in a given contract was over 6000. Contributions include those from Dittmore-Freimuth and Fowler Industries contracts, as well as an EAC Industries consumer products run.

As I mentioned in earlier posts, I am compiling a survey of R-390A's owned by people who frequent the packet and Internet boards. The object of the game is to try and ascertain how many contracts were let for manufacture, and how many were made.

If you wish to participate in the census and you own one or more R-390A's (or spy them on ships, hamfests, or just anywhere), please go take a peek at it (them) and then reply to me with this information:

- 1) maker (EAC, Motorola, etc)
- 2) order number (63-PH-54 for ex) from the front tag
- 3) serial number off of the front tag
- 4) any unusual features (tags, stamps, frequency shield, etc)

The list includes an accounting of the contributors, however, the names are not matched with the rigs. If contributors have a desire to sell their rigs, I'm sure they will speak up, so you shouldn't expect any cards or letters from making a data contribution to the list.

Thanks,

de tom n5off%w5ddl.aara.org@usl.edu Internet
n5off@k5arh.1a.usa packet

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995

From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Re. 600 Metre Guard
Message-ID: <F92G1330.F92G1340@mail.admin.wisc.edu>

to: boatanchors@theporch.com

No protests here, unless the story gets taken off to the side!

BTW, while I don't have it with me, there is one book I have that can make a few contributions to the subject.

Check out "SOS To The Rescue" (1935) By Karl Baarslag. He has a chapter dealing with the whole issue from the trenches, seen thru the eyes of working marine operators.

Among other things, these guys had lists of unofficial operating signals, used because the real lists weren't abusive enough! Example; GTH = "Go To Hell".

Baarslag also includes samples of the invective aimed at the operators of competing radio companies in on-the-air messages: "... GOD DAMNED SLABY-ARCO SON OF A HUMP BACKED MONKEY!".

A maxim of the period he quotes says "It's impossible to be a wireless operator and remain a Christian!".

73's,

Tom, K9TA

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: "nuusers" <NUHOSE@befac.indstate.edu>
Subject: Re: Re. USS Missouri
Message-ID: <1ABF57BC471E@befac.indstate.edu>

> Date sent: Sat, 2 Sep 1995 10:45:18 -0500 (CDT)
> Send reply to: z931086@corn.cso.niu.edu
> From: berg stephen erik <z931086@corn.cso.niu.edu>
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: Re: Re. USS Missouri

> On Fri, 1 Sep 1995 TOM.A.ADAMS@mail.admin.wisc.edu wrote:
>
> > to: boatanchors@theporch.com
> >
> > Interesting. Especially about "commemorating 50 years of peace".
> >
> > I'm sure that vets of Korea, Viet Nam, and a few other minor actions might have

> > a few things to say about that.

> >

> > Just a thought...

> >

> >

Mr. T.

> >

> >

> >

> These were all just "police actions." At least that's what they
> told us in Viet Nam. This did not make the weaponry any less lethal
> though. To keep the B.A. linkage here, I carried a PRC-25 radio, numerous
> times, in the First Air Cavalry Division, December 1968 through January
> 1970, and it had a real live vacuum tube in it!

>

> 73,

>

> Steve WA9JML

>

Steve,

Your the guy I wanted to talk to!!! I too carried a PRC-25...left the
RVN in Nov. 68...My question...we were winning when I left...What
went wrong!!

73,

Steve KD1DT

H&HS, 3rd MAF

Survivor '68 Tet Offensive

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995

From: howellh@admin.winthrop.edu

Subject: Shelby Report

Message-ID: <95090217445224@admin.winthrop.edu>

WINTHROP UNIVERSITY

Electronic Mail Message

Date: 02-Sep-1995 05:36pm EDT

From: Haney Howell

HOWELLH

Dept: Mass Communication

Tel No: 323-4534

TO: Remote Addressee (_smtp%"boatanchors@theporch.com")

Subject: Shelby Report

A quick report on the first (official) day of the Shelby, N.C. Hamfest. I spent

the "golden hours" at the gate handing out fliers, so I'm sure I missed some goodies...

Fewer boatanchors than in the past. A number of basic receivers (Hammurand, Hallicrafter, Collins), a few transmitters (\$175 for a ??? DX-100) and a variety of military gear. One Eldico receiver received some attention, and a couple of T-150 transmitters were still gathering dust at \$80 when I left.

Same problem as in the past. Much of the good stuff was picked over before the public arrived. A 75-A-3 changed hands (between dealers) twice this morning.

Now for the good news. Met up with a couple of the boatanchor list types, the weather was perfect, and the piles of odd parts gave off the right smell. If you're pondering a Sunday run, the weather should hold and perhaps some of those treasures will go down in price.

haney/no2n howellh@winthrop.edu

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: SOUNDNMIND@aol.com
Subject: WT EFJ pwr trans.
Message-ID: <950902212235_89933328@mail06.mail.aol.com>

Hi gang

Am in need of a hi voltage pwr transf. T-1 of Valiant II Johnson. Specs are 120V pri, sec is 660v w/ ct, 350ma. or anything in ballpark. Transf needs to be surface mount.

Any help to where one of these is hideing would be appreciated.

Dee, W4PNT
soundnmind@aol.com
(800) 755-2365

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: Grant H Youngman <us007699@interramp.com>
Subject: RE: WT EFJ pwr trans.
Message-ID: <Chameleon.950902211711.us007699@gyoungma.interramp.com>

On Sat, 2 Sep 1995 20:24:13 -0500 (CDT) SOUNDNMIND@aol.com wrote:

>Hi gang

>

>Am in need of a hi voltage pwr transf. T-1 of Valiant II Johnson. Specs are

>120V pri, sec is 660v w/ ct, 350ma. or anything in ballpark. Transf needs to
>be surface mount.

You're probably aware of it, but the ER Parts Unit directory lists several
Viking I,II transmitters which might have the part. If you need some phone
numbers, drop me a line.

Regards .. Grant/NQ5T

Grant H Youngman/NQ5T
us007699@interramp.com

From boatanchors@theporch.com Sun Sep 3 14:22:00 1995
From: bgraham@tecnet1.jcte.jcs.mil
Subject: Re: WTB: B&W 3019 miniductor, Hammarlund MC-250-M
Message-ID: <199509031345.IAA21061@uro.theporch.com>

try surplus sales of nebraska for the B&W. Also, RadioKit had some not too
long ago.

Good Luck!

Bill
N5LMX/DA1WG